

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: September 24-25, 2003

Reference No.: 2.2b.  
Action Item

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Ref: **SUMMARY – DRAFT ENVIRONMENTAL IMPACT REPORT, STATE ROUTE 101 IN SONOMA COUNTY – WIDEN TO SIX LANES IN SANTA ROSA**

## **ISSUE:**

The California Transportation Commission is being asked to review and comment at the September 2003 meeting on the following Draft Environmental Impact Report (DEIR):

- Route 101, KP 34.8/35.7 (PM 19.5/22.2). Widen to six lanes in Santa Rosa.

## **PROGRAMMING:**

The two projects (PPNO 0789A and 0789B) are part of the Sonoma Route 101 Corridor and are both fully funded in the 2002 State Transportation Improvement Program (STIP). The Route 101 Widening project (0798A) is funded with \$49.6 million of Regional Improvement Program (RIP) Funds for support and capital and \$12 million of Interregional Improvement Program (IIP) Funds for construction. The total estimated cost is \$61.6 million and is scheduled for construction in Fiscal Year (FY) 2004/05. The Steele Lane/Route 101 Interchange project (0789B) is funded with \$9.894 million in RIP funds for support and capital and \$6 million of Traffic Congestion Relief Program (TCRP) funds for construction. Total estimated cost is \$15.984 million and is scheduled for construction in FY 2003/04.

## **ALTERNATIVES BEING CONSIDERED:**

- No-Build.
- Proposed Alternative –Add HOV lanes between Route 12 and Steele Lane to construct HOV lanes. Increase capacity of interchanges at Route 12, College Avenue and Steele Lane
- Alternative 1 – Full Build Out alternative. Add HOV lanes with major improvements at 9<sup>th</sup> Street and College Avenue.
- Alternative 2 – Project Study Report alternative. Add HOV lanes, shift and realign Route 101 between Route 12 and 3<sup>rd</sup> Street, add grade-separated ramps.

- Alternative 3 – Depressed Freeway alternative. Lower the existing elevated section of Route 101 to below ground level between 3<sup>rd</sup> Street and College Avenue.

**POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:**

- Aesthetics.
- Biological resources.
- Cultural resources – archaeology.

**PROPOSED MEASURES TO MINIMIZE HARM:**

- Choose color and texture of soundwall materials to complement the project setting.
- Replant landscaping where it will not impair sight distances or encroach into recovery zones.
- Maximize landscaping along Route 101 and local streets where they intersect with State right-of-way. Incorporate architectural and lighting features and pedestrian/bicycle improvements. Include bicycle lanes and sidewalks at College Avenue.
- Construct a pedestrian/bicycle path along Santa Rosa Creek and improve the pedestrian/bicycle linkage beneath Route 101. Include architectural features.
- Compensate for the loss of mature roadside oak trees through replacement planting.
- To avoid or reduce potential effects to archaeological resources, implement a plan to conduct preconstruction testing, data recovery, construction monitoring, and treatment of unexpected discoveries.

Attachment(s)

# SONOMA 101 WIDENING

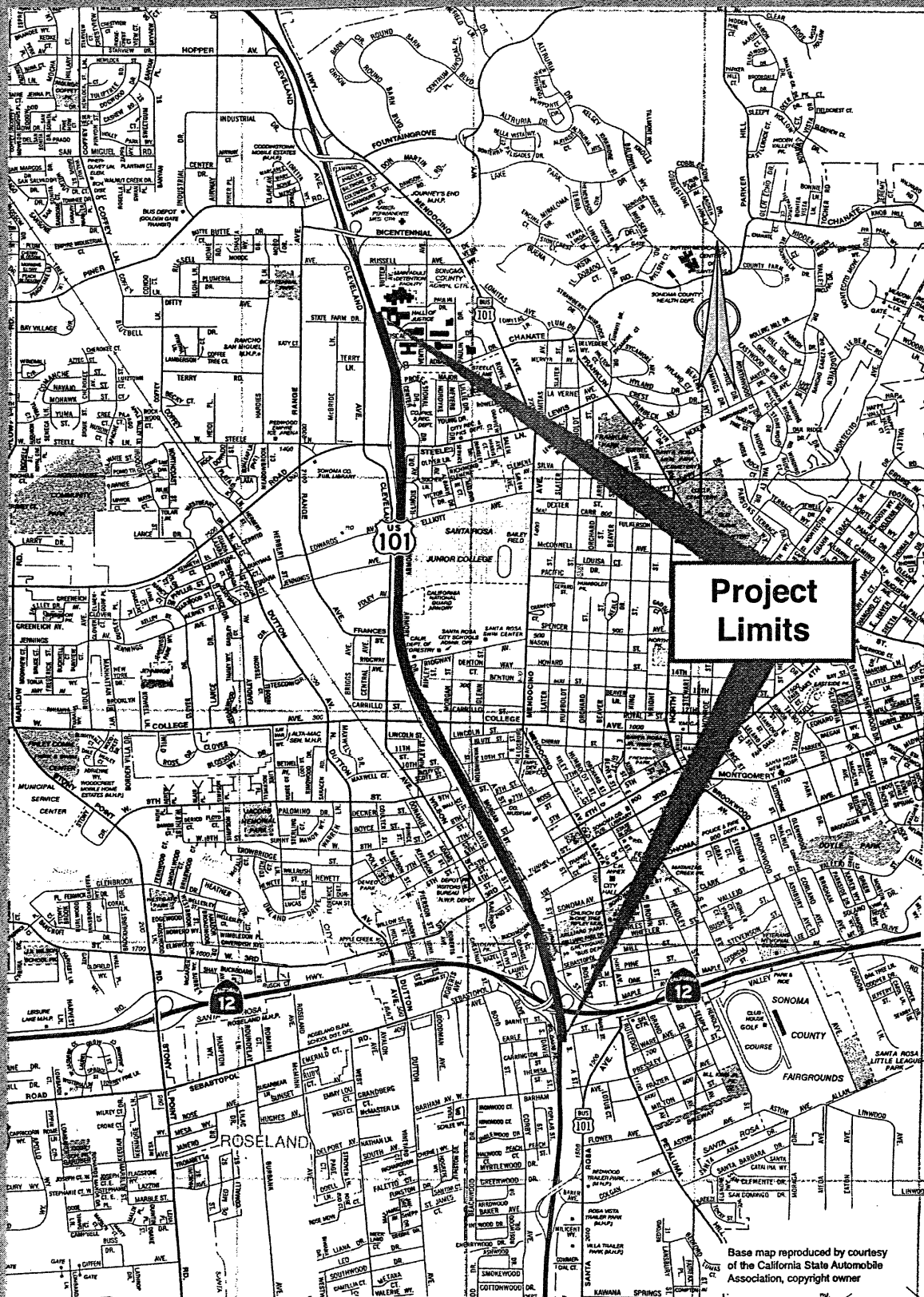


Figure 1-2: Project Location



EA 245400/263900

AudioVisual Multimedia Graphics CT1179 08/2002

## **Summary**

### **S.1 Proposed Action**

The California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) are proposing a freeway improvement project on Route 101 in Sonoma County in the City of Santa Rosa. In order to reduce congestion and increase traffic circulation, the project proposes to widen Route 101 from four to six lanes (mostly in the median) between State Route (SR)-12 and immediately north of Steele Lane for the construction of high occupancy vehicle (HOV) lanes in each direction of travel. In addition, the proposed project includes interchange modification at the SR-12, College Avenue, and Steele Lane interchanges. The proposed project would decrease travel delays that are currently experienced between SR-116 in Cotati and River Road in Fulton during the busy AM and PM peak traffic periods. Other features of the proposed project include:

- On northbound Route 101, construct a collector-distributor road between SR-12 and the 3<sup>rd</sup> Street off-ramp on the outside (right hand side) of the existing roadway.
- Construct various auxiliary lanes between the interchanges to enhance freeway flow.
- Replace the three Santa Rosa Creek Bridge structures with wider structures and replace existing pier walls with columns.
- Replace the existing northern pedestrian overcrossing with a new pedestrian undercrossing at the Santa Rosa Creek Bridge consistent with the design of the City of Santa Rosa's Prince Memorial Greenway project.
- Construct a new City under crossing at 6<sup>th</sup> Street. Connect 6<sup>th</sup> Street as a four-lane local street between Morgan Street and Davis Street.
- Replace College Avenue and Steele Lane under crossings.
- Construct soundwalls at locations as recommended by the Caltrans Noise Study, where reasonableness and feasibility criteria are met and where soundwalls are desired by the affected property owners.

### **S.2 Other Proposed Actions in Project Vicinity**

The following FHWA/Caltrans projects are located along either Route 101 or SR-12 in the general vicinity of the proposed project:

- HOV Widening Route 101 from Wilfred Avenue north to SR-12 (open to traffic in November 2002)
- Wilfred Avenue Interchange Improvements on Route 101

City Council, Caltrans prepared a proposal to lower the level of Route 101 below the ground surface in downtown Santa Rosa. The proposed depressed freeway section would replace the existing elevated section of Route 101 between 3<sup>rd</sup> Street and College Avenue. Both open cut and fully covered freeway variations were considered. However, this alternative was eliminated from consideration after consultation with the City of Santa Rosa and the SCTA.

As a result of the alternatives analysis process, Alternatives 1 through 3 were eliminated from detailed environmental study either due to policy considerations or design/construction restrictions. Therefore, only the No-Build and the proposed project were selected for further detailed environmental study. The anticipated impacts and mitigation measures for both the No-Build and the proposed project are described in Chapter 3 (Affected Environment, Environmental Consequences, and Mitigation Measures) of this document.

## S.4 Potential Environmental Consequences and Mitigation Measures

Table S-1 summarizes the potential impacts of and mitigation measures for both the No-Build and proposed project scenarios. Details for each environmental category are presented in Chapter 3 (Affected Environment, Environmental Consequences, and Mitigation Measures) of this document.

**Table S-1: Summary of Potential Environmental Consequences and Proposed Mitigation Measures by Alternative**

Potential Impacts	No-Build	Proposed Alternative	Proposed Mitigation Measures	See Section
Water Quality	No Impact	Possible decrease in groundwater reinfiltration, potential increased stormwater and pollutant runoff from increase in freeway surface	Design features to maximize reinfiltration and to prevent or remove contamination	3.1.3.1 3.1.3.2
Floodplain Encroachment	No Impact	No Impact	None Required	3.1.2.3
Potential Hazardous Materials Sites	No Impact	Potential for aerially deposited lead and for petroleum contaminated sites	Sampling and analysis, followed by compliance with state and federal laws	3.3.3.1 3.3.3.2 3.3.3.3
Air Quality	No Impact	Potential construction related air pollutants and dust during construction; however, project conforms with State Implementation Plan and Carbon Monoxide (co) comparison analysis meets air quality standards	Implementation of Caltrans Special Provisions and Standard Specifications to minimize construction related air pollutants and dust	3.4.3
Noise	No Impact	14 out of 20 noise receptors approach or exceed Leq (h) 67dBA	Soundwall construction	3.5.2.4

## **S.5 Areas of Potential Controversy**

No areas of controversy were identified during project scoping or through the alternatives analysis and environmental assessment.

## **S.6 Issues To Be Resolved**

Issues to be resolved before construction of the proposed project are listed below:

- Threatened and endangered species mitigation, which is pending a Biological Opinion from National Oceanic and Atmospheric Administration – National Marine Fisheries Service (NOAA Fisheries).
- Identification of areas for revegetation of lost landscaping, which is pending consultation with resource agencies.
- Identification and evaluation of any potential cultural resources, which cannot occur until the areas are accessible, immediately before project construction.
- Final project design and approval.
- Right-of-way acquisition.
- Utility relocation.
- Agency permits and approvals.

## **S.7 Agency Permits and Approvals**

A number of discretionary permits and approvals would be required for the proposed project, including:

- Streambed Alteration Agreement (Section 1601) from the California Department of Fish and Game.
- Nationwide Permits 14 and 33 for impacts to Wetlands or Waters of the U.S. under Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers.
- Section 401 Water Quality Certification or Waiver from the Regional Water Quality Control Board.